mission gears and causes a binding. When once misalignment occurs in the transmission there is no help short of replacement of the part or reestablishment of proper alignment if the parts are uninjured. It often happens that a car owner may replace gears that have become noisy only to find the new set just as bad. This is because the shafts are out of line and no gears will perform properly until the condition has been corrected.

Greatest Sales Effort to Be Exerted During the Coming Week.

Windup week of the Liberty Loan drive is to be of a whiriwind nature so far as the Automotive and Accessory Trades Committee is concerned. Thus far the committee is total has reached the \$5,000,000 mark, but as this is but one-fourth of the queta much hard work is ahead. The committee has made an urgent appeal to those who should and have not subscribed to their utmost and it is hoped that during the week this appeal will bear fruit.

The committee, of which Charles M. Brown is chairman, has done everything possible to spur bond sales the past two weeks, but efforts are to be doubled the next week. At a meeting held yesterday the committee outlined the general plan for future operations. The main bond selling drive will centre at Fifty-seventh street and Broadway, where the "Four Corners Old Home Week" will be celebrated. The four spacious salesrooms of the Owen-Magnetic, Chevrolet, Nash and Stearns will be the magnets of attraction. In the Chavrolet, Stearns and Nash will be shown a most unusual collection of captured war relics, most of which were taken by American boys, while the entertainment features will take place in the Owen-Magnetic salesrooms.

In addition to the "Four Corner" cel-

In addition to the "Four Corner" celebration bond sales will take place also at the salesrooms of the Poertner Motor Car Company, Tuesday; Fulton truck, Wednesday, and Ree Motor Car Company Thursday. During the entire week the salesrooms of the Overland company will be used exclusively for bond selling and an elaborate programme has been worked out for each evening.

Chairman Brown, E. S. Partridge, Harry De Bear, George Holden, Charles Stewart, Carl Page, E. F. Korbel and William Allen are at work arranging the big programme for the Fifty-seventh street "Four Corner" drive. "It's going to be the biggeet thing on Broadway," says the committee, "and it is hoped that every motorist, past, present and future, will gather at Broadway and Fifty-seventh street to help put the automebile quota over the top."

mebile quota over the top."

Manager J. Hunt of the Rec, William C. Poertner, National, and W. I. Fick-ling, Fulton, are preparing a special programme to boost bond sales in their

malegrouns during the week.

From end to end of Automobile Row can be seen in the salesrooms of the various dealers a magnificent collection of war relies. At the Chevrolet salesrooms at Fifty-seventh street, are shown a captured German airplane, the various med-als of the allied nations, shells, bombs, gas masks, grenades, German mines and hundreds of other articles captured when the Germans retreated. Collections of war relics are to be seen also in the salegrooms of the Overland. Chandler, Reo, Nash, National, Dodge, Stearns Mitchell and numerous other stores.

Probably one of the most interesting and educational exhibits in connection with the Liberty Loan drive is that arranged by the Willys-Overland company in their spacious showrooms at Broadway and Fiftieth street. In one of their large windows is agreement an exact large windows is arranged an exact replica of a completely equipped United States Government evacuation hospital. showing how the lives of our wounder soldiers, sailors and marines are safe-guarded by every modern appliance known to medical science. Operating tables and specially equipped beds for the treatment of fracture and amputaon cases, together with complete sur gical and sterilizing equipment, are on view. Doctors and nurses are in at-tendance to explain the workings and uses of each instrument and appliance.

In another window is displayed a variety of war trophies, together with Prench and German rifles and a number of Jarge calibre shells, while the inside

of the store is decorated with original French war loan posters. Under the direction of Sales Manager L. G. Peed a nightly programme of en-tertainment is given in aid of the Liberty Loan, and thousands of dollars are subscribed each night through the efforts of patriotic speakers and a special corps of salesmen.

THEY TURN TO MOTOR TRUCKS. Big Business Quick to See Their

Immense Unite.

According to F. C. Stowers, hend of the Kaufmann Morris Company, distributers of Nasis and Titan trucks, wardemands have forced every department of commerce to double its efficiency and instanctively business men have turned to the moor truck as an important aid for light deliveries has arrived. In designing and building the Nash one for truck which has proved one of the bid seliers in New York, Nash engineers used only the best truck materials and most current will not that was attended by 102 mans of the most dependable light havings will not the most dependable light having will not the most to-day and the Nash Quad and the two ton truck where a griff of the most dependable light having will not the most to-day and the Nash Quad and the two ton truck where a griff of the most dependable light having will not the most to-day and the Nash Quad and the two ton truck where a griff of the most dependable light having will not the most to-day and the Nash Quad and the two ton truck where a griff of the most dependable light having will not the most of the will not the most of the promote to design. The reader will not that only comes into the architecture will not that only comes into the part to have been only 11,700, as compared to have the find the constant mess selective gearset in the work of consider the most of the constant only the convention. The constant mess selective gearset 1,000 Nash trucks a month for Government use, which shows that these trucks are doing their bit to help win the war.

NEW GLOBE TIRE TREAD.

THE City Council of Rochester, N. Y., passed an ordinance in January, 1901, which required automobiles operated in that city to carry two lamps to be lighted within an hour after sundown and a gong or bell with which to warn pedes-

The Automobile Club of Bridgeport, Conn., formed in 1900, started its career by advocating the establish-ment of an "auto stable" where auto-mobiles could be kept and cared for at a nominal cost.

It was in 1900 that a well known tailor in Chicago introduced specially designed clothing for motorists. His announcement read in part as follows: "We can furnish a leather chauffeur's suit, jacket, trousers, cap and goggles complete in any color found in kid gloves at \$50 the outfit."

There was serious talk of granting franchises to run automobiles in Syracuse, N. Y., at the time of their ntroduction.

In Reading, Pa., an early motorist was arrested for driving his horse-less carriage "faster than a common

In the early days a chauffeur was called a conductor.

At the dawn of the automobile in-dustry many enthusiasts predicted an early decline in the value of street railway stock as a result of the ad-vent of the new form of locomotion. That it would soon supersede the street car was their confident expec-

"In order that the automobile may become the 'all year round' vehicle that its general adoption will soon demand it must be rendered secure from damage from freezing tempera-ture." was the comment of the pionee oblie critic.

In Paris at the cycle and automo-bile show in 1901 a large American automobile manufacturing concern was refused permission to exhibit its machine by the police on the ground that it was "dangerous."

An interesting suit was tried in Hackensack, N. J., in 1900 to deter-mine whether or not the automobile was a common nulsance. In a few minutes the jury brought in a verdict in favor of the automobile.

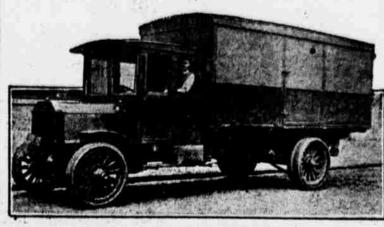
Automobile traps were the inspira tion of a perfectly respectable citizen in Coburg, France. His idea had birth in 1900. Later, after he had tasted the pleasure of motoring, he lost much of his former enthusiasm

The first public garage in New York city was located at 213 West Fifty-eighth street. It was called a "stable" for gasolene vehicles.

articles for the war programme.

Probably no other industry in the country of a similar size or importance has sacrificed so much of its product to supply the Government needs in a big way as the automobile industry, which is the third largest manufacturing in-

Peerless Truck in Intercity Work.



The growing importance of intercity motor truck transportation lines is shown by the tremendous traffic now going on between this city and Philadelphia. There are scores of regular lines transportation. The Van Correland transportation and the condition of the

tries Association, on "The Work of That Organization in Highway Matters."

The makers discussed in detail the suggested standardization of solid tires on motor trucks, wherein there will be eliminated a large number of the odd sizes that require the carrying of excessive stocks by dealers, bringing the number of sizes down to a comparatively small number, as was done in the pneusmall number, as was done in the pneu-matic tire standardization plan which resulted in the standardization of seven

resulted in the standardization of seven rime and nine sizes of tires, eliminating more than 360 odd sizes.

By invitation C. C. Hanch, chief of the automotive products section of the War Industries Board, attended the meeting to tell the members of the requirements of that division and the new priority rulings under which passenger car manufacturers are permitted to balpriority rulings under which passenger car manufacturers are permitted to balance their inventories under a curtainment of 50 per cent. from the 1917 production, to be accomplished by January 1, while the truck manufacturers production to be sold only to essential industries is limited to one-third of their average production for the eighteen months ended July 1, 1918.

IT'S VERY EASY IF

The "Trouble Man" Shows Novice How to Locate Ignition Troubles.

Speaking of ignition trouble, says Will-

Revidence of the manner in which the automobile industry is converting to war tion trouble. If the engine had started

Expert Tells of the Various Kinds and Their Important Points.

There has been considerable argucar chassis is the most backward, the

car chassis is the most backward, the most lacking in consistent development. There may be different opinions on the subject, but no commentator could deny the transmission a foremost place in the company of undesirables.

The engineers themselves acknowledge that the transmission of to-day, while it serves its purpose fairly well, is at best a stop-gap, filling a vital need until we can get something better. One of the most distinguished automobile engineers in America once called the conventional transmission "barbsrous" the conventional transmission "barbarous angineering." The present types of gearset lack the simplicity of opera-tion that should characterize really effective mechanical units. That is to say, they perform the object for which they are installed, but they accomplish t with a tremendous expenditure of effort in proportion to their accomplish-

gearset is to change the tractive effort at the rear wheels in proportion to the needs of operation. It is by means of the transmission that the rear wheels The first public garage in New York city was located at 213 West Fifty-eighth street. It was called a "stable" for gasolene vehicles.

Automobiles using gasolene for fuel were prohibited from all ferryboats until early in the year 1901.

Automobiles using gasolene for fuel were prohibited from all ferryboats until early in the year 1901.

Although the Sultan of Turkey joined the ranks of automobilists in 1901 he did not darp to trust his person to his machine, but seemed to find sufficient pleasure in looking on while two officers manosuvred it in front of his mindow.

—Chewrolet Review.

AUTO MAKERS IN BIG WAR TIME MEETING

Get Important Information on Present Demands and Requirements for Future.

Get Important Information on Present Demands and Requirements for Future.

missions in use. There is the planetary gearset, which is used in the Ford car, and consequently on the score of mere numbers is an important factor in the Evidence of the manner in which the automobile industry is converting to war work was shown at the meeting of the National Automobile Chamber of Committee National Automobile Chamber of Committee when the traffic committee when the traffic committee when indicated. That makes four few high priced vehicles because of its constitutions—ignition, carburetion, lubrication and compression."

"What is the fifth?"

"No spark! If there had been, the trouble would have been in the distributer. As there is no spark I must look at the circuit breaker or interrupter. By moving the spark lever we can make the points open and close. No spark jumps across them when they break. While they are open we'll touch them with a screwdriver. You see we get a good spark. This shows that both points are alive, but that a current doesn't run while the points are closed."

"Then the points are closed."

"Then the points need cleaning?"

"Bactly!" a piece of fine sandpaper will soon remedy that."

"But if you had found a good spark at the interrupter points?"

"The trouble would have been in the induction coil." supply the Government leads in any supply the Government leads in the tried arrest manufacturing in the third largest manufacturing in the same announcement sistes that the secondary in the same announcement of the same announce

HUDSON WILL KEEP GOING.

Harry 8. Houpt, president of the Hud-

When once misalignment occurs in the transmission there is no help short of replacement of the part or reestablishment of proper alignment if the parts are uninfured. It often happens that a car owner may replace gears that have become noisy only to find the new set just as bad. This is because the shafe are out of line and no gears will perform properly until the condition has been corrected.

FULTON WILL BOOM LOAN.

In the big drive fer the fourth Liberty Loan being made on Automobile. Row next Wednesday promises to be a red letter day. It will be "Fulton Motor Truck Company Day" at 1806 Broadway, with W. I. Pickling and Norris Mason in charge. They will put on one of the biggest entertainments and one of the biggest mise drives of the company of the continuous colorest programme. Leah Baird, Miss Betty Compton. Malcolm Strauss, Japaness juggler, Ten Liberty Loan Giris from Relsenweber's and three slephants from the Hippodrome. Then there will be other features that will come as a big surprise to all who gather at the Fulton in the programme of the remained to be one of the first the programme. Leah Baird, Miss Betty Compton. Malcolm Strauss, Japaness juggler, Ten Liberty Loan Giris from Relsenweber's and three slephants from the Hippodrome. The work of the case we have a been considered to the case when a been considered to the control of the condition of the war had prospetty to lead to over a going to stay in business to take care of the control of the war, his company of New York President Hudson state in the scale of the tenture of the Hudson state in the scale of the control of the war, his co

International Ambulance in Service.



tationed here rendered conspicuous ser vice after the blowup of the big shell filling plant at Morgan, N. J., last week. Ambulances and scores of workers were rushed to South Amboy and the prompt

attention given to many of the sufferers by the Red Cross Corps saved their lives. Among the ambulances that made the trip were ten mounted on three-quarter ton International Harvester chassis and just delivered to the Red Cross by the Whiting Motor Company of 1802 Broad-way. Equipped with electric lights, starter, pneumatic tires and special bodies that carried four stretchers, or seats accommodating ten persons, these

The accompanying photograph show

Nellie Prendergast Arrives.

Miss Nellie D. Prendergast, formerly it charge of advertising and publicity depart ments of the Pathfinder Company, Indian apolis, and for the past year with the Nash distributers in Syracuse, has been appointed manager of the motor truck an advertising departments of the Kaufmani Morris Company.



In its long history the city has never failed the nation in a crisis.

To send the word "failure" over the cables to the New York boys in France is absolutely and eternally unthinkable.

It's up to you, citizen of the "greatest city in the world." The answer is as clear as crystal:

LEND!

as if the winning of the war depended absolutely upon you alone.

> This space contributed to winning the war by the following members of the Automotive and Accessory Trades:

Armleder Motor Truck Co. Brady-Murray Motors Corp. Buick Motor Co. Colt-Stratton Co. Daniels Motor Car Co. Detroit-Cadillac Motor Car Co. Diamond T Motor Car Co. of N. Y.

PROGRAM

Big celebration all week

at "FOUR CORNERS"-Broadway & 57th street.

Vaudeville-Opera-Bands-Famous Speakers, Etc. Monster Collection of Hun

War Relica.

Franklin Motor Car Co. Fulton Motor Truck Co. Garford Motor Truck Co., Inc. Garland Auto Co. Harrolds Motor Car Co. Haynes Automobile Co. Hudson Motor Car Co. of N. Y.

Kaufmann Stowers Co., Inc. Locomobile Co. of America Marmon Automobile Co. of N. Y. Maxwell Motor Sales Corp. Miller, Charles E.
Mitchell Motor Car Co. of N. Y.
Owen Magnetic Motor Sales Corp. Paige-Detroit Co. of N. Y. Parkinson Motor Sales Co. Poertner Motor Car Co., Inc. Reo Motor Car Co. of N. Y. Sidney B. Bowman Auto Co. The Winton Company Whiting Motor Co. Willys-Overland, Inc.

Van Cortlandt Vehicle Corp.



LIBERTY LOAN COMMITTEE Second Federal Reserve District 120 BROADWAY, NEW YORK CITY